

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

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50X1-HUM

COUNTRY East Germany

REPORT

SUBJECT Reconstruction at Stendal Airfield

DATE DISTR.

10 JAN 1958

NO. PAGES

1

REQUIREMENT
NO.

RD

DATE OF
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report

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on Stendal airfield which gives information under the following headings:
 (1) Concrete Work, (2) Hardstandings/Taxiways, (3) Soviet Antitank Unit
 Occupying Airfield Domestic Site, and (4) Helicopters. A rough sketch
 showing the layout of the 50-meter-wide hardstanding and associated taxiways
 is also included.

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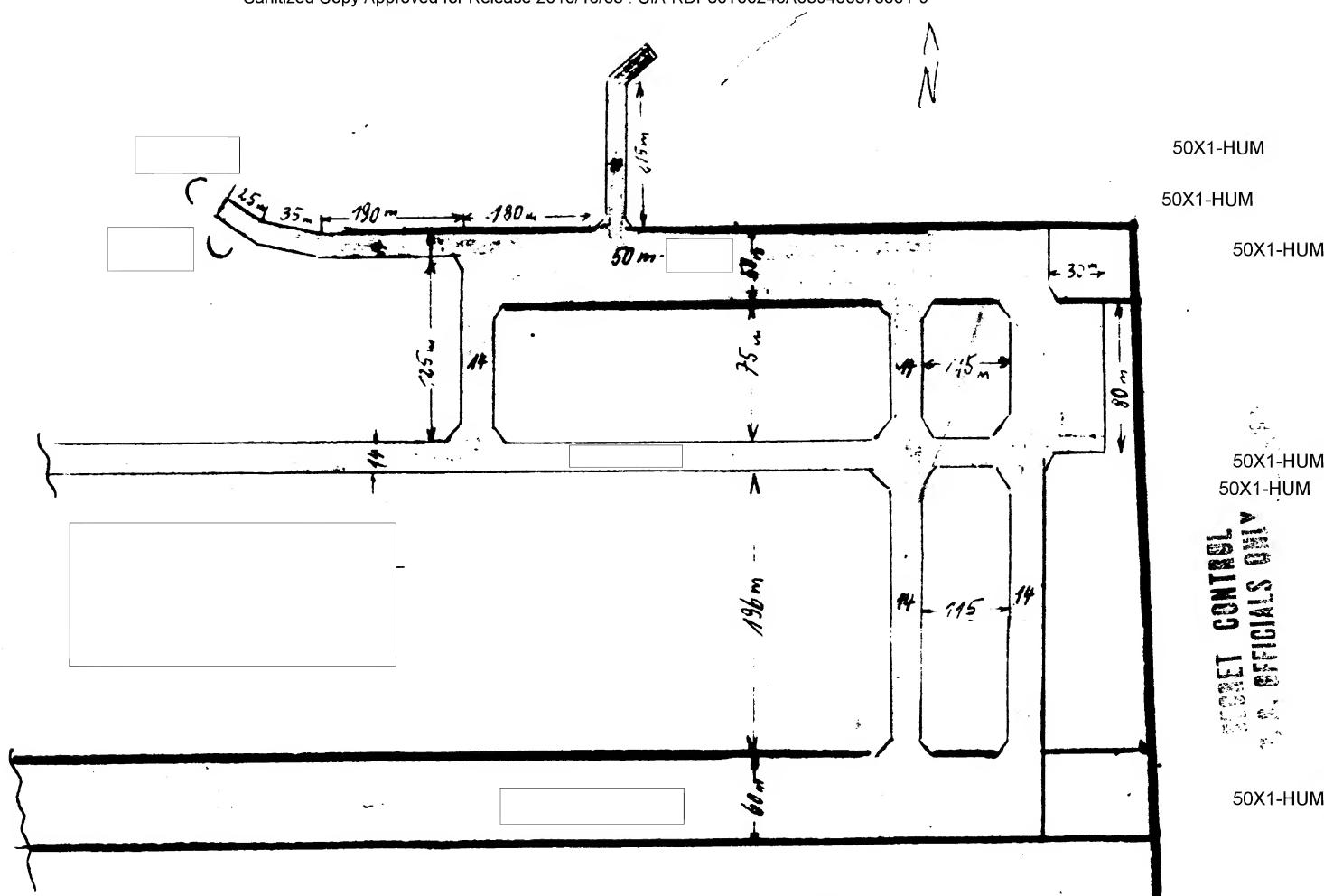
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Progress as at 22 November 1957Map References:Map References are
1:25000Appendix:

Attached as Appendix "A" is a rough sketch plan showing the final completed layout of the 50 metre wide hardstanding and associated taxiways.

1. General. All concrete work had by the 22nd November 1957 been completed, and the final smoothing and sweeping of all surfaces was then in progress. The greater part of the labour force provided by the BAU UNION BRANDENBURG had by then been transferred to other sites.

2. Hardstandings/Taxiways.

(a) The concreting of the 50 metre wide hardstanding located north of the parallel taxiway has been completed, together with that of the inner transverse taxiway linking it to the parallel taxiway. The length of the transverse taxiways linking the 50 metre wide hardstanding to the parallel taxiway is 75 metres, and the distance between the inner and the easternmost transverse taxiways is 115 metres.

(b) The final fillet joining the 10 metre wide concrete road leading northwards from the 50 metre wide hardstanding to the existing (former Luftwaffe) apron at approximately MR 9130 3575 has also been completed.

(c) Similarly the concrete laying on the 14 metre wide track leading westwards from the 50 metre wide hardstanding has also been finished. This track now consists of a 190 metre stretch leading due west, followed by a 35 metre section leading approximately west north west, and finally a 25 metre long section leading approximately north-west, terminating near the existing hangars. The distance between the southern edge of the 190 metre stretch of this track and the northern edge of the parallel runway is 110 metres.

(d) The 80m. x 30m. platform on the eastern side of the eastern-most transverse taxiway connecting the 50 metre wide hardstanding with the parallel taxiway has also been completed. Its approximate siting is shown in Appendix "A".

(e) The underground drainage system for the 50 metre wide hardstanding has been completed and connected up to the main soak away near the south east corner of the runway.

3. Soviet Anti-tank Unit Occupying Airfield Domestic Site

(a) Approximately half of the personnel belonging to the Soviet anti-tank unit occupying the domestic site on the airfield returned to the Soviet Union during the first half of November, having completed their tour of duty in Germany. They were immediately replaced by fresh troops

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and by the 22nd November the unit was at full strength.

(b) The unit is equipped with 63 guns, fitted with type wheels and box section trail legs. These are kept in hangars.

(c) Shortly before midnight on the 31st October a number of tracked prime movers, covered with tarpaulins, were brought from flats at the airfield siding and driven into the hangars adjacent to the domestic site. Troops wearing artillery insignia were in charge of them. Up to the 22nd November these vehicles had not been seen to emerge from these hangars.

4. Helicopters

A helicopter unit comprising three machines was stationed on the airfield during the whole of the four weeks prior to 22nd November. No other aircraft used the airfield during this period.

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